

Hongkong Daily Press.

EL CAPITAN
PILSENER BEER.
LIGHT AND SPARKLING
PER CASE OF 4 DOZ. QTS. } \$12
" " " 6 " Pts. }
SOLE AGENTS.—
H. PRICE & CO.

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ESTABLISHED A.D. 1841.

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THE

HONGKONG DISPENSARY
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LIMITED,
AERATED WATER MANUFACTURERS.

ESTABLISHED 1841.

Hongkong, 13th May, 1901.

[35]

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The Daily Press.

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HONGKONG, 14th May, 1901

We were in hopes that the idea of enrolling Chinese for military service in British coal-mining stations was being re-considered by the War Office. This journal has always consistently opposed the scheme, whether for the mere enrolment of submarine miners attached to the Royal Engineers or for the creation of battalions of Infantry out of Chinese raw material. The Chinese have been a conspicuous failure as Police, and any Administrative Body less pig-headed than the Downing Street authorities would long since have ordered their disbandment, or at least the cessation of their enlistment. As Police the large majority of the *lukongs* have proved hopelessly incompetent, and an enormous percentage are open to bribery and corruption. It is notorious, and has been frequently proved, that the Chinese constables are and have been in the pay of the gambling-house keepers; and it is equally notorious that if there is a row proceeding anywhere the *lukong* is almost without exception conspicuous by his absence. The men of the Chinese Regiment were for the most part faithful to their salt, probably because they could not get better terms from the other side, and because the operations were commenced too suddenly to admit of any serious plans being taken in advance. For them there was little chance of their surrender being accepted by the Boxers, who saw in them betrayers of their country, and the vile mercenaries of the

fan kwai. Had any private of the Chinese Regiment offered to lay down his arms, his surrender would have been quickly followed by his merciless slaughter. Cases of attempted treachery there were, we believe, and some instances of cowardice, but as a body the Chinese Regiment drilled at Wei-haiwei proved faithful. Had circumstances favoured their profitable desertion, it is to be feared they would very quickly have gone over to the enemy with their arms and accoutrements. We can give them little credit for disinterested staunchness; it does not exist in the Chinese. They are troubled by few scruples, and would fight for the best paymaster as a rule.

Quite apart from the question of their fidelity, however, there are many good and cogent reasons why Chinese should not be used by the British Government as mercenaries. In the first place it is immoral to hire them to fight and kill their own countrymen. The facts that the Chinese are a singularly callous race, and that people of one province are virtually strangers to those of another, should not be used as arguments in favour of such a course. They are to some extent arguments in favour of the likelihood of their faithfulness to their employers, but they do not count for much when the question of morality comes in. The fact that the different races of India have been used to keep one another down may perhaps be quoted in favour of the employment of Chinese as soldiers, but if so, it does not apply, for the circumstances are not the same. The people of China are far more homogeneous than the varied races of India. That peninsula was split up into a number of different empires, kingdoms, and states, inhabited by diverse races, professing different and hostile religions, practising, in many cases, very different customs; and some of them had been hereditary foes for generations. It was because the establishment of the British Raj brought peace where once reigned war, rapine, and misery, that the nations of India hailed its advent with satisfaction, and the warlike races were eager to serve under the British banner, both to free themselves from tyranny and to obtain revenge for past injustice. In China none of these conditions obtain. The people of the eighteen provinces yield willing obedience to the throne, to them, somewhat mythical Throne at Peking, and no one race, class, or caste in the Empire has ever had the opportunity of exercising domination over another. There are, therefore, no grievances to be redressed as against the ruling Power; there are no jealousies, no hatred of any special race, not even the Manchus, though latterly a feeling of dissatisfaction with the dynasty has grown up among the friends of Reform in the Empire. This, however, has not been confined to any one province; it is common among all those Chinese who would like to see abuses in the administration put down.

The other arguments against the enrolment of Chinese as soldiers of the King are not far to seek. They are not a martial people and have no stomach for fighting. They could not be relied upon for a moment if the minority of their officers were shot down: they would then become victims of panic, and, as happened in the China-Japanese war, they would tear off their uniforms, throw away their arms, and seek safety in flight. They are naturally slipshod and slovenly, and have a great aversion to discipline of any sort. They cherish the queue, and they dislike any attempt to lick them into shape as a body. They join the service simply for pay or for plunder, and they only regard the career as a temporary one, a stepping-stone to something more lucrative. They are not to be trusted with valuable arms, which, if left long in their charge, would soon become utterly useless. This is the case with all so-called Chinese "braves"; their arms are speedily reduced to inefficiency by rust and the loss of various fittings, which are promptly disposed of to the first hawk, unless, as in the case of the Customs guards, the rifles are not allowed to remain in their custody except when in actual use. The Chinese are not British subjects; very few naturalise or become in any way attached or accustomed to British customs or usages. It is, therefore, inadvisable to raise mercenaries from such material, more especially when there is no lack of recruits within the limits of the British Empire. If the supply of raw material should really fail us, it would be time to look round and consider from what source it would be most prudent to seek mercenaries. Except in case of absolute necessity, however, we would strongly deprecate the engagement of mercenaries of any sort to fight the battles of the Empire. Let the honour and the danger be alike reserved for the sons of that Empire, who are far more likely to fight with enthusiasm, when they find only fellow-subjects of the King, Emperor standing shoulder to shoulder with them under the Union Jack. King Edward's army may be compared with some European armies, numerically small, but let it at any rate be composed of the best material procurable.

We call our readers' attention to the fact that Messrs. Kelly and Walsh, the other column a large number of interesting characters to-day.

The return of visitors to the City Hall Library and Museum last week showed that 379 non-Chinese and 102 Chinese visited the former institution, 138 non-Chinese and 1,863 Chinese the latter.

Owing to the indisposition of Sir John Carrington (Chief Justice), the further hearing of the *Hongkong-Glenage* collision case was adjourned from yesterday until this morning at 10.30, when his Lordship hopes to be able to hear the case.

Apart from plague and small-pox, the cases of communicable disease reported last week were:—Enteric fever, 2 (both Europeans, one in Victoria); and one fatal case of purpuric fever (Chinese). The single case of small-pox was in the Harbour.

During the 48 hours ending at noon yesterday there were reported 36 fresh cases of plague and 36 deaths (all Chinese). The figures for last week were 128 cases and 117 deaths. One fresh Chinese case of small-pox was reported in the 48 hours ending at noon yesterday.

A rumour was current in the colony last evening that the Castle-Union liner *Tantalion Castle*, carrying three hundred passengers, had been wrecked on the way to the Cape, but that no lives were lost. We were unable, however, before going to press, to obtain any confirmation of the rumour.

The B. I. steamer *Union* embarks at Kowloon Wharf to-day half of the 1st Bengal Lancers, who are returning to India. The remaining half follows as soon as a transport is ready. The R. I. M. steamer *Cunning*, which arrived from Rangoon yesterday, embarks the Remount Depot for the North on Thursday.

The following lawn tennis results were arrived at yesterday:—Final Tie, A. Class Handicap—P. A. Cox, over 1/6, beat A. Humphreys, over 2/6 (6-2, 6-4, 6-2, 6-4); Final Tie, B. Class Handicap—P. X. Da Castro, 15-3, beat C. M. G. Burns, scratch (6-0, 7-5, 6-3). To-day will be played the final of the Professional Pairs—P. A. Cox and E. F. Mackay v. F. Maitland and H. W. Slade—and to-morrow the final of the Championship—H. Finckney v. P. A. Cox.

A correspondent writes to us that yesterday morning near the side entrance of the Central Police Station in Old Bailey he saw the dead body of a Chinese child wrapped up in a mat. A little after 11 a.m. another corpse was deposited in the same place and was still there when our correspondent passed again at one o'clock. A coolie, he says, was sitting by, apparently watching, and on being asked why no report had been made to the police, stated that the police knew. Without attaching undue weight to the words of the coolie, our correspondent asks whether this practice of bringing corpses to the station and leaving them outside the door is contemplated. We cannot at the moment answer our correspondent's question, but the matter seems to call for immediate attention.

Captain H. P. Ainslie, 3rd Madras Light Infantry, was married yesterday at St. John's Cathedral to Miss Amesbury, who arrived in the colony by the last English mail. A guard of honour composed of 150 men of the bridegroom's regiment, under the command of Captain Harris, was drawn up on each side of Battery Path leading to the Cathedral, which was tastefully decorated with plants, and filled by the numerous friends of the bridegroom. The bride was attended by one bridesmaid. The Rev. R. F. Johnson, M.A., officiated, and Mr. G. P. Laumert presided at the organ. A reception was afterwards held in the Hongkong Hotel, and in the afternoon the newly-wedded couple left for Macao by the steamer *Heungshan*. They purpose spending their honeymoon in Japan.

A *New Press* telegram from Tientsin on the 6th inst. reports two unfortunate incidents there in the previous day. In the first case, a drunken row occurred in Taku Road, "a place teeming with taverns and beer saloons," and a party of German police came into contact with some intoxicated men. In the disturbances following, the German police killed a Russian naval officer, Captain Telyakovski, by shooting him. The other incident was that a guard of German soldiers, patrolling near a bridge of boats just a little way below the foreign settlement at Tientsin, issued the usual challenge to a tug owned by the Taku Lighter Company, but those on board the tug made no reply to the challenge, probably not understanding what was meant, as a state of war ceased to exist many months ago. The Germans receiving no reply, fired on the tug and wounded two of the crew.

It is with regret that we have to refer to the death of perhaps the oldest resident of this port, says the *Free Press* in its issue of the 4th instant. Last week we laid to rest Mr. Robert Lowe, a much respected member of the Pagoda Community. He was originally a member of the Imperial Chinese Customs and came to Poochow in 1861 at the opening of the Service. Though, since his retirement, he was resident at Pagoda, he took the warmest interest in all matters of sport and pastime here. His memory will be kept green by his generosity to several of our institutions, to four of which he has left handsome legacies. A bequest to the Race Club takes the form of two cups, to be raced for at two meetings by griffins, locally owned, and ridden by outsiders to carry a ten pounds penalty. The Native Hospital here and the Cemetery at Pagoda are to receive 32,000 and 31,000 respectively and the Recreation ground one-third share of the proceeds of the sale of his household property.

According to a Customs notification published at Shanghai, Amoy has been declared to be infected with plague, and the usual sanitary regulations therefore are put into force for any vessels arriving at Shanghai from Amoy.

The Government of India have granted a loan of twelve lakhs of rupees to the Bikanir State, the resources of which have been severely taxed by the late famine, to enable the Durbar to push on with the construction and completion of the last section of the line in Bikanir, a distance of 88 miles.

Exciting play between Messrs. A. J. Wicks and J. C. Dyer for the final of the Shanghai Golf Club championship ended worthily on the 5th inst., when Mr. Wicks was 1 up, and thus became champion. Previously 36 holes had been played, with the result that the men were all even, and it was decided to play another 9 holes, which resulted as described.

A correspondent writes that he received on Saturday night from a sampan man the following fine collection of coins in exchange for a five-dollar note:—One 50-zen and three 10-zen pieces, one German 5-pfennig piece, three 20-cent and six 10-cent pieces (all copper), three 10-cent pieces of Chinese provinces not current here. "I wonder," adds our correspondent, "if any of them were given him out of the Typhoon Relief Fund?"

The Hon. Ella Scarlett, home papers state, is acting as assistant to Miss Louise R. Cooke, M.D., who, at the request of the Emperor of Corea, undertook, in 1897, the post of the Physician to the Imperial Household. Since that date the work among the Korean ladies has grown so largely as to require the services of two doctors. Miss Cooke has worked among the Coreans since 1891, when she acted as doctor to Bishop Corfe's Mission.

We notice in the *Boletim Official* of the 27th April last, issued by the Macao Government, a list of goods manufactured in and about Macao and exhibited by European and Chinese residents of that city, which obtained prizes at the Universal Exhibition of Paris of 1900. The majority of exhibits was sent by Chinese, but we notice among them some products of the Green Island Cement Company's works at Green Island, which obtained "Honourable Mention."

China and her troubles have taken second place in the interests of the American people within the last month or two, writes a correspondent in the United States. It is the general opinion that a great war between two or more of the Powers will begin before long, and it is equally the opinion that the United States will hold aloof and have none of it. In the event of a conflict between Russia and Japan the sympathy of America will go to Japan, for in this country there is much liking for the sturdy little nation of the East. Russia stands for everything that is opposed to American traditions and American institutions. Japan, on the other hand, is regarded as a land of Oriental Yankee. Its "push" and "hustle" meet with unqualified admiration. In a conflict between Russia and England Uncle Sam would side, of course, with his kinsmen.

An interesting archaeological find is recorded in the last Burma Administration Report. It was made at Tagaung by Mr. E. C. Swinhoe and Major Nichols, R.A.M.C., in a mound in the neighbourhood of the Shwegon pagoda. The find consisted of a stone relic-chamber bearing the date 1354 A.D., believed to have been built by Thadomibaya, founder of Ava, when he was Governor of Tagaung. Inside the chamber were found a number of small images of Buddha, one being of crystal and the rest of brass, besides crystal and gold beads, rings, and bowls of China silver, and brass. A number of native tablets of baked clay bearing Sanskrit legends were also found. The find is considered to be an important one from a historical point of view, as it indicates the ascendancy of Chinese influence so late as the fourteenth century in this part of Burma. The Report adds:—"The 'round crystal bead' is the Chinese button worn on the cap, and is the insignia of local rank. The 'small white China basin' is of exquisite crockery, and is probably the product of the famous kilns of Kweilin in the province of Kweichow."

The United States Consul in Moscow states that of the mineral resources of Siberia gold is by far the most important, and it is the least developed. The production of gold in the Russian Empire is about five million sterling per annum in value, the greater part of which comes from Siberia, about the sources of the Lena and Olekma rivers. It is almost all placer gold; the quartz veins and original deposits, though exposed in many places in the Ural and Siberia, being unworked save in the most inefficient manner. Even in placer-mining the methods are antiquated and costly, and have undergone no improvement in the last 50 years. Men and horses are employed in place of mechanical appliances. One engineer calculates that with wire rope tramways and improved types of sluices, the present production could be increased three-fold. Along the Yenisei, the Onon river in Trans-Baikalia, and elsewhere, gold-bearing quartz exists in large quantities, which would pay for worked with large stamp mills with the accompanying concentration and reduction plant. The transport of machinery to these regions does not present such difficulty as is generally supposed. There are practically no high mountains, and there is a vast network of waterways, which render inland transportation easy and cheap. Goods can now be sent by water from Hull to Krasnoyarsk, on the Siberian Railway, and even as far south as Minsk, close to the Mongolian frontier, with a single transshipment at the mouth of the Yenisei. Labour is cheap and foreign currency is allowed to take up mining claims, each of about 280 acres.

The Austrian Lloyd's steamer *Oiseld* left Moji for this port yesterday.
The N. I. steamer *Nirvarya*, from Hamburg, left Singapore for this port on the 11th inst., and may be expected here on or about the 17th inst.
The N. Y. K. steamer *Milke Maru* (Bomby Line) left Singapore for this port on the 11th inst., and is expected to arrive here on the 17th inst.
The Imperial German Mail steamer *Prinz Heinrich* left Shanghai on Saturday, the 11th inst., at 1 p.m., and may be expected here this morning.
The M. M. steamer *Natal*, with the next outward French mail, left Singapore yesterday, at 11 a.m., for this port via Saigon.
The steamer *Jackon* left Singapore for this port on the 9th inst., and may be expected here on the 14th inst.
The steamer *Achilles* left Singapore for this port on the 13th inst., and may be expected here on the 18th inst.

The Tientsin Jehieh Shuen hears from the north-western provinces that large numbers of Mongol tribesmen along the North-western borders who have embraced the Mahomedan faith are intriguing with Russian secret agents there, and that already there are indications of intention amongst the tribesmen to renounce their allegiance to the Chinese Emperor. Proofs of this have already been sent to the Government at Hsian, which considers the question to be a very serious one, full of grave consequences to the authority of the Manchu dynasty.

A *Monthly Review* has been finding out, by means of maps and biographical dictionaries, which parts of the British Isles are most productive of men of genius. One interesting fact brought out is that Norfolk heads the list, though whether this pre-eminence is due to the dampings or the bracing air does not transpire. Another point made is that the Irish are particularly apt to introduce a strain of genius when they marry into Saxon families. Why, when a man of genius is half Celt and half Saxon, his Celtic blood should get all the credit for his abilities is not, perhaps, made quite so clear as a logical Saxon would like; but there is no doubt that Irish blood has been associated with brilliant talents in many families of many nations. The Macmahons of France, the Taafes of Austria, and the O'Donnells of Spain are the most conspicuous instances that come to mind; and if these were not enough to build a theory upon, others only less conspicuous could easily be cited.

In the *Times* of the 13th April, 1901, occurs the following:—"Bath, April 10.—The Assizes for this county did not conclude until Monday last, when the awful sentence of death was passed upon the following nine malefactors, and who are left for execution, viz., Samuel Teut and Robert Westcott for heading a mob, and breaking the dwelling-house of Richard Griffey, and stealing 15 loaves; John Tucker, Robert Dow, and Robert Wygod, for house-breaking; George Teot, otherwise Greenalade, for stealing wheat and sheep; Richard Warry, for the same offence; Michael Day, for stealing a cart mare; and Peter Kingdon, for stealing two heifers." It will be noted that the *Times* of that date did not shrink from committing the (now) awful grammatical crime of using "and who" for "who."

Subsequent to the stranding of the transport *Suffolk*, which our readers will remember is a Court of Inquiry was held at Port Elizabeth to investigate the circumstances of the casualty. This Court, which consisted of a presiding magistrate with a Naval Commander and a Merchant Captain as assessors, suspended the certificate of the Captain of the steamer for six months, and cancelled the master's certificate held by the second officer. The Merchant Service Guild thereupon made representations upon the case, and, notwithstanding particularly on the constitution of the Court and the severity of the judgment in regard to the second officer, the Guild is now advised by the Board of Trade that they have made inquiries into the case, and are advised that there was an informality in the proceedings of the Court, and that "in these circumstances the Board of Trade do not propose to take any steps to compel the officers whose certificates were dealt with to surrender them."

LANDSLIP AT QUARRY BAY.

The heavy rains of the past five or six days are mainly the cause of a landslip which occurred late on Thursday night at Suichingwan. At that place Messrs. Butterfield and Swire have a great number of coolies employed in excavation work connected with the proposed new dock there. The hillside where the slip took place was consequently in a disturbed state, and it only required a thorough soaking with rain to loosen completely the great mass of material and precipitate it into the roadway beneath. Huge boulders, each weighing about 250 tons, and a mass of earth estimated to weigh somewhere about 1,000 tons, slipped down the hillside for a distance of one hundred yards or so, and completely blocked the public road. As a result, the contractor, Chan A. King, has had to make a temporary roadway along the beach for passengers and vehicles, and has also engaged a launch for the use of Europeans going round from Quarry Bay to Shaukiwan, and vice versa. It is a fortunate thing that the landslip occurred during the night when work had ceased and the neighbourhood was deserted. Had it taken place in the daytime, when the vicinity would have been crowded with coolies and the roadway possibly occupied by passengers, it is certain that serious loss of life would have resulted. As it happens, however, no one is believed to have been injured, and beyond the blocking of the roadway, no damage has been done. The excavations appear to have been greatly furthered by the slip.

From enquiries made yesterday we learn that the road has been almost cleared of the debris.

LATEST STEAMER MOVEMENTS.

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TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 13th May, 8.25 p.m.

CHINA'S OFFER—PROPOSAL AS TO PAYMENT.

The Chinese offer to pay 450,000,000 taels in thirty equal annual payments, including 10,000,000 from Salt revenue, 2,000,000 from native Customs, and 2,000,000 from *lekin*. They also ask for an increased Tariff.

OFFICIAL NEWS OF THE COURT.

The local mandarins learn officially that the Imperial Court arrives at Kaifengfu next month.

REUTER'S SERVICE.

LONDON, 11th May.

MORE CAPTURES IN SOUTH AFRICA.

The Bushveldt operations have resulted in the capture and surrender of 1,500 armed belligerents.

PARLIAMENT.

Lords Spencer, Goschen, Northbrook, and Ripon criticised the proposal for the transference of coal-stations to the Navy. Earl Selbourne replying, said the question was still under examination.

The House of Commons has rejected a motion by Mr. Dillon to adjourn owing to the seizure of the newspaper *Irish People* for defaming the King.

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.

THE ECLIPSE IN CHINESE ALMANACS.

TO THE EDITOR OF THE "DAILY PRESS."

May 12th.

SIR,—In connection with the partial eclipse of the sun, which will be visible in the colony, weather permitting, next Saturday afternoon, May 18th, between one and three o'clock, it is interesting to observe the phases of this and other eclipses of the year, as given in the popular almanacs of Canton. There are many inaccuracies to be sure, besides the numerous misprints with which such books usually abound; and yet there is a general exactness and an agreement among them, which manifests their common origin from some competent astronomical source. They must all be taken from the official imperial almanac, of which, I believe, there is an edition for each province.

The most glaring inaccuracy is that of those almanacs which took last year for a leap-year; they are out by just a day in all their predictions. This error, however, is not in the source; it goes back only to the local *sewants* who draw up the concordance between the calendar. Other inaccuracies are not so easily accounted for. They say, for instance, that the greatest phase of next Saturday's eclipse will occur at 2 h. and 14 min., which is at least a quarter of an hour out, if the capital be taken as the point of observation. If such an error be in the imperial almanac, it may perhaps be sufficiently accounted for, partly by the imperfection of eclipse tables at the time the calendar was drawn up, and partly by the inexactness of assigned geographical positions at that time. If such be the case, it were time that the calendar be revised. But that is a matter which will more easily admit of delay than some others, just at present.

The imperial calendar referred to is the "Kung-hsi Perennial Calendar," published in 1878 by Ferdinand Verbiest, the well known missionary, who constructed the splendid instruments of the old observatory on the wall. The calendar fills thirty-two volumes—Chinese volumes. It covers 397 years, from 1624 to 2020, and goes into detail, giving, for instance, the time of sunset and sunrise for the provincial capitals and principal cities. Thus compilers of local almanacs have at hand detailed information for notices of eclipses. For the eclipses of the 11th November next, for instance, the magnitude of the eclipse is given, the time of first contact, of greatest phase, and the magnitude of the eclipse at sunset, when the sun goes down still partly obscured. The almanacs, however, are a little arbitrary and not very conscientious in their use of the data thus supplied them. One of them for this year quite ignores the eclipse of next November, apparently to make room for the vastly more important announcement, printed in large letters, that the day is favourable for having recourse to medical treatment.

SAM-PA-TSAL.

Charles Dawson, the ex-billiard champion, had the following experience:—"He was playing in a match in the North of England, where the company usually includes some fine players among the working classes. One evening, Dawson was in the midst of a very fine break, and he was rather irritated by a plobian admirer who kept nominating his shots in advance. 'Now then, screw back for the cannon, pot the red, cannon, cannon, pot the red, cannon, that's it.' This sort of thing went on for some time, until Dawson, looking on for whether he should make a winning or a losing hazard of the red in one of the top pockets. Yelled the enthusiastic:—"Go on, stop the red." Whereupon another man in the gallery shouted up:—"Shut up. Let him play his own game." Dawson appreciated this remark which silenced the loquacious nuisance. But there are some laymen who could teach the Lord Chancellor law."

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Hongkong, 17th October, 1899. [104]

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Hongkong, 14th February, 1901. [50]

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INTERSECTION IS SOLICITED.
Hongkong, 8th November, 1900. [27]

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REUTER, BROCKELMANN & CO.,
Hongkong, 3rd December, 1900. [125]

OUR WASHINGTON LETTER.

[FROM OUR CORRESPONDENT.]

Washington, 8th April.

WHAT TO DO WITH AGUINALDO.
Aguinaldo has been captured and Funston
has been made a brigadier for capturing him,
and now the people of the United States are
passing sleepless nights in their endeavour to
hit upon some rational method of disposing
of their prisoner. Before this letter completes
its long journey, in all probability, the problem
will have been solved, but in the meanwhile it
is giving much trouble to those who will be
compelled to solve it. A few hours after the
news of the Filipino leader's downfall reached
Washington, one of the local newspapers was
asked the Secretary of the Navy if the govern-
ment had decided upon his punishment.

"At present," said Mr. Long with a twinkle
in his eye, "it is the consensus of opinion in
the Cabinet that we should lay him over our
knee and spank him."

"We can't hang him," said another high
official, "because if we did the ultra-religious
class would suffer from a wholesale stroke of
apoplexy, and besides it would give the anti-
imperialist cranks a good basis upon which to
hang their cry that the United States is be-
coming a nation of savages. We can't bring
him to the States, for that would give the same
cranks too welcome an opportunity to gush
over him and make a hero of him. We can't
well deport him to Guam, because that would
lead his followers to regard him as a martyr.
And we can't release him, for if we did, the
work of Funston would go for nothing. It is
also useless to permit him to take the oath of
loyalty, for he has already shown that he is a
consciousless liar and rascal. Therefore we
are like the man who bought an elephant and
then ruined himself in buying hay to appease
his giant pet's appetite."

MEKINLEY'S TOUR.
Toward the end of the present month, Pres-
ident McKinley will leave Washington for a
grand tour of the United States, and before this
letter is printed he will have covered the greater
part of his journey. It is not as a politician or
as a candidate for re-election that the president
intends to make his trip. By the unwritten
constitution of the country he is debarred from
serving a third term in office, and by the turn
of the political wheel he has been approved and
applauded by the people in a manner which makes
it unnecessary for him to seek their good graces.
Therefore he will travel as a sight-seer only, and
his itinerary, having been mapped with this end
in view, includes all of the points of interest in
the west and the south. While he feasts his eyes
upon the beauties of nature and art in these
regions, the admiring populace will be given an
opportunity to feast its eyes upon him. Thus all
parties will be satisfied. Though two Presidents
of the United States have died at the hands
of assassins, no extra precautions will be taken to
insure Mr. McKinley's safety. He will travel
in a train but little better in comforts than the
ordinary trans-continental expresses, and will
stop at hotels which extend a welcome to all.
No armed guards will surround him, and no
disciples of Sherlock Holmes will lurk in his
vicinity. Should any anarchists make an
attack upon him the surrounding multitude
of patriotic Americans will see to it that
he is well-protected and the said anarchists
well lynched.

ADAM, CHINAMAN.
Professor James E. Burton, of Cornell Uni-
versity, has appalled a gaping public by
declaring that he has discovered that Adam was
a Chinaman. For four years the professor has
spent his days and a good part of his nights in
pursuing the fascinating science of genealogy.
Having mastered all that he could learn in his
native land, he departed a year or more ago for
Egypt, where he pored industriously over ten
thousand tomes of forgotten lore. On page
999 of the 99th volume of the 9,999th book, it
is said, he found convincing evidence that Adam
and Eve were slant-eyed and brunette. Reason-
ing backward and forward he concluded that
they must have been parents of the Boxers and
even now the people of the United States are
marvelling greatly. In this land of the free
practically every Chinaman is a washer of
shirts and other more delicate garments by
occupation. As such work is not looked upon
with favour by the highest families, Prof.
Burton's "discovery" has caused much con-
sternation. For years the American people
have believed that their first father was an
Egyptian farmer. Now that they learn that
he was probably either a Canton river pirate or
a washerwoman their woe hangs heavy upon them.

AMERICAN TRADE SUPREMACY.
From all parts of the world comes and
acknowledgment that the trade of the United
States is beginning to eclipse the commerce
of European nations, and from Maine to
California the newspapers are gorged with
exultant statistics and wild prophecies for
the future. Last year, for the first time in
the history of the world, the United States led
in exports. Next year, if the present tide does
not change, it will leave all other countries far
in the rear. In Germany and England this
rise of the western republic has been felt
especially, because the growth of American
trade has been due to the growth of American
manufactures. Ten years ago our manufactures
made up less than 20 per cent. of our exports.
Last year they accounted for more than
50 per cent. How this advance is viewed
across the seas is well shown by the following
extract from a leading article in a German
commercial paper of the first rank:—

"Does not this increase in the value of Ameri-
can industrial exports constitute an imminent
danger to all competing nations?"

"The steel manufactures of the United
States, which two decades ago were in their
infancy, to-day control the markets of the
world, dictate either directly or indirectly the

prices of iron and steel in all countries, and
partly through the richness of their supply of
ores and coal, partly by the use of labour-
saving machinery and skillful, effective means
of transportation, have attained a position not
only to compete with the old and experienced
foreign manufacturers, but even profitably to
export their products to England.

"The type-writing machine with which this
article is written, as well as the thousands—
nay, hundreds of thousands—of others in use
throughout the world, were made in America.
It stands on an American desk, in an office
furnished with American desks, bookcases and
chairs, which cannot be made in Europe of
equal quality, so practical and convenient, for
a similar price. The list of such articles,
apparently unimportant in themselves, but in
their aggregate number and value of the
highest significance, could be extended indefi-
nitely."

All of which, though involved as to syntax,
is very pleasant reading to the American mer-
chant.

THE STATES AND THEIR COLONIES.
Before long, in all probability, the United
States will take its rank among the imperialistic
empires of the world by establishing a govern-
mental department of the colonies. At present
they are administered by the army under the
direction of the Secretary of War. But on the 1st
July, the President intends to establish a civil
government in the Philippines, and then it will
be necessary to make other arrangements. The
islands cannot remain in the care of the War
Secretary because his authority is only military;
they cannot fall to the mercies of the Secretary
of State because they are not foreign territory;
and for obvious reasons neither the Secretaries
of the Navy, Agriculture, the Interior, or the
Treasury, or the Attorney-General or Post-
master-General can be given command of their
affairs. The present Insular Bureau is a sub-
department of the War Department. It is
likely that the problem will be solved provi-
sionally by the appointment of a High Commis-
sioner under direct control of the President.
Later it is certain that the Cabinet will be
increased in numbers by the addition of a
Secretary of the Colonies. This will be a bit-
ter pill for the anti-imperialists to swallow,
but swallow it they must, and that before many
moons have come and gone.

THE ANTI-IMPERIALISTS.
Speaking of the anti-imperialists recalls the
fact that Aguinaldo's inglorious haste in taking
the oath of allegiance has damped their spirits
wonderfully. Since the beginning of the war
they loudly declared that he was "the Filipino
Washington." But now they are silent, for it
is very apparent that he is making strenuous
efforts to secure a soft berth in the service of
Uncle Sam. The majority of the American
people, by the same token, have become fired
in their belief that "Aggy" is rather more of
an adventurer than a patriot. Had it been
proposed to hang him, the general public would
have opposed him on the ground that he is
undeserving of the honor of a rebel's death.

THE CUP DEFENDER.
Constitution is the name that has been selected
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defend the America's Cup against Sir Thomas
Lipton's Shamrock II. It is a name which
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SIXTEENTH ANNUAL ORDINARY
GENERAL MEETING of the Company
(since its registration), will be held in the
Board Room, at the Hongkong Dispensary, on
WEDNESDAY, the 22nd instant, at TWELVE
O'CLOCK NOON, for the purpose of receiving
the Report of the General Managers, together
with a Statement of Accounts to the 31st
December, 1900.

The REGISTER of SHARES will be
CLOSED on THURSDAY, the 16th inst.,
until SATURDAY, the 25th instant, both
days inclusive, during which period no Transfer
of Shares will be registered.

By Order, A. H. MANCELL, Secretary.

Hongkong, 8th May, 1901. [1206]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per
Cent. upon Contributions for the year
1900, has been declared.
Warrants will be issued on the 1st May.
By Order of the Board,
W. J. SAUNDERS,
Secretary.
Hongkong, 10th April, 1901. [1062]

THE YANGTSEI INSURANCE
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NOTICE TO SHAREHOLDERS.

A DIVIDEND at the rate of Twenty
per cent. being Twelve Dollars per
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of India, Australia and China or the Hong-
kong and Shanghai Corporation, Shanghai, on
and after this date to Shareholders of record
on the 13th April, 1901.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.

Shanghai, 24th April, 1901. [1160]

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NOTICE IS HEREBY GIVEN that the
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11 10 161-170 Do.
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13 10 181-190 Do.
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17 10 221-230 Do.
18 10 231-240 Do.
19 10 241-250 Do.
20 10 251-260 Do.
21 10 261-270 Do.
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27 10 321-330 Do.
28 10 331-340 Do.
29 10 341-350 Do.
30 10 351-360 Do.

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LOST. New Certificates for the same will
be issued one month from the date hereof, and the
Original Certificates will be considered by the
Company as null and void, and all persons are
hereby warned against accepting or negotiating
same.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 7th May, 1901. [1202]

PERSEVERANCE LODGE OF HONG-
KONG, No. 1, 165.

A REGULAR MEETING of the above
LODGE will be held at the FREE-
MASON'S HALL, Zetland Street, on THURS-
DAY, the 16th instant, at 8.30 P.M.
precisely.
Visiting Brethren are cordially invited to
attend.
Hongkong, 11th May, 1901. [1223]

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Hongkong, 18th March, 1901. [792]

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[313]

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NOTICE. [161]

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LONDON, &c. via Ports of Call	ANTENOR	Brit. str.	—	S. Barclay	BUTTERFIELD & SWIRE	To-day
LONDON	BENGAL	Brit. str.	—	—	P. & O. S. N. Co.	On 25th inst. at Noon.
LONDON	CALCUTTA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
LONDON	MARSHALL	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th June.
BREMEN, via Ports of Call	PRINZ HEINRICH	Ger. str.	—	R. Heintze	MELCHERS & CO.	On 25th June.
MARSEILLES, LONDON & ANTWERP, V. S. POPE, &c.	AWA MARU	Jap. str.	—	N. Trent	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MARSEILLES & LONDON	CANTON	Brit. str.	—	O.E. Lockstone, R.N.R.	P. & O. S. N. Co.	On 17th inst. at Daylight.
MARSEILLES, &c. via Ports of Call	INDUS	Brit. str.	—	Riquier	MESSENGER MARITIMES	On or about 18th inst.
HAVRE & HAMBURG	SUEVIA	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On 20th inst. at 1 p.m.
HAVRE & HAMBURG	SEGROVIA	Ger. str.	—	Forck	HAMBURG-AMERIKA LINIE	On 21st inst.
TRIESTE, &c. via Ports of Call	WITTENBURG	Ger. str.	—	Hempel	HAMBURG-AMERIKA LINIE	On 21st inst.
NEW YORK via Ports & SUEZ CANAL	GIBELTA	Brit. str.	—	Mosca	SANDER, WIELE & CO.	On 18th inst. P.M.
YANCOUVER, via SHANGHAI, &c.	AFRIDI	Brit. str.	—	H. Hybus, R.N.R.	DODWELL & CO. LIMITED	On 24th inst.
VICTORIA, B.C. & Tacoma via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	H. Mowatt, R.N.R.	CANADIAN PACIFIC R. Co.	To-morrow.
PORTLAND (OR.)	ATHEANIAN	Brit. str.	—	A. Dixon	DODWELL & CO. LIMITED	On or about 1st June.
SAN FRANCISCO via AMOY, &c.	TACOMA	Brit. str.	—	—	SHAWAN, TOMES & CO.	On 17th inst.
SAN FRANCISCO via SHANGHAI, &c.	KNIGHT COMPANION	Brit. str.	—	—	PACIFIC MAIL S.S. Co.	On 25th inst. at Noon.
SAN DIEGO, &c. via MOJI, &c.	CHINA	Brit. str.	—	—	TOKYO KISEN KAISHA	On 16th inst. at Noon.
AUSTRALIAN PORTS	HONGKONG MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
YOKOHAMA & KOBÉ	CARLISLE CITY	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 10th June.
YOKOHAMA & KOBÉ	KASUGA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA & KOBÉ	CHANGSHA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
YOKOHAMA & KOBÉ	WAKASA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
YOKOHAMA & KOBÉ	ROSETTA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 16th inst. at 5 p.m.
YOKOHAMA & KOBÉ	MIKE MARU	Jap. str.	—	—	SIEMSEN & CO.	On 17th inst. P.M.
YOKOHAMA & KOBÉ	LYEEMOON	Ger. str.	—	—	SANDER, WIELE & CO.	On or about 20th inst.
YOKOHAMA & KOBÉ	MELPOMENE	Brit. str.	—	—	MESSENGER MARITIMES	On or about 24th inst.
YOKOHAMA & KOBÉ	PARAMATTA	Brit. str.	—	—	P. & O. S. N. Co.	On or about 31st inst.
YOKOHAMA & KOBÉ	JAVA	Brit. str.	—	—	MELCHERS & CO.	Quick despatch.
YOKOHAMA & KOBÉ	HAMBURG	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst.
YOKOHAMA & KOBÉ	WOOSUNG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA & KOBÉ	WUHU	Brit. str.	—	—	MITSUBI BUSSAN KAISHA	On 22nd inst. at Daylight.
YOKOHAMA & KOBÉ	ANPING MARU	Jap. str.	—	—	DOUGLAS LAFRAIK & CO.	To-day, at 10 A.M.
YOKOHAMA & KOBÉ	HAITAN	Brit. str.	—	—	MITSUBI BUSSAN KAISHA	To-morrow, at Daylight.
YOKOHAMA & KOBÉ	AKASHI MARU	Jap. str.	—	—	MITSUBI BUSSAN KAISHA	On 24th inst.
YOKOHAMA & KOBÉ	MAIDZU MARU	Jap. str.	—	—	JARDINE, MATHESON & CO.	On 16th inst. at 4 P.M.
YOKOHAMA & KOBÉ	LOONGSANG	Brit. str.	—	—	SHAWAN, TOMES & CO.	On 14th inst. at 5 P.M.
YOKOHAMA & KOBÉ	DIAMANTE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst.
YOKOHAMA & KOBÉ	SUNGKANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
YOKOHAMA & KOBÉ	HIROSHIMA MARU	Jap. str.	—	—	—	—

SHIPPING.

ARRIVALS.
May 11, NANYANG, German str. 1,016 E. Haas, Chiofo 6th May, Beans—EAST ASIATIC TRADING CO.
May 12, WATERSIDE, German hospital ship, 3,023, G. Meiners, Taku 5th May and Shanghai 8th.
May 12, FLANDRIA, German str., 2,088, Drows, Canton 12th May, General—SIEMSEN & CO.
May 12, TAISSAN, British str., 1,544, Bradley, Canton 13th May, General—JARDINE, MATHESON & CO.
May 13, CANNING, British transport, 1,587, Lieut. Leger G. Warden, Rangoon 1st May.
May 13, HUE, French str., 704, G. Godin, Haiphong, Pakhoi and Hoihow 12th May.
May 13, A. L. MARTY, U.S. cruiser, 2,222, C. O. A. Esano, British steamer, 1,127, Hay, Hongkong 10th May, Coal—JARDINE, MATHESON & CO.
May 13, TAIHOKO, German steamer, 825, H. Ahorn, Saigon 8th May, Rice and Flour—MEYER & CO.
May 13, VICTORIA, British str., 2,112, Pantan, Tacoma 14th April, General—DODWELL & CO. LD.

CLEARANCES.

At the Harbour Master's Office.
17th May.
Antenor, British str., for Singapore.
Haitan, British str., for Swatow.
Cherry H. Kian, British str., for Amoy.
Waka, British str., for Foochow.
Tatung, British str., for Swatow.
Maidzu, British str., for Shi-wai-yau.
Fushun, British str., for Shanghai.
Astoria, German str., for Singapore.
Flandria, German str., for Shanghai.
China, German str., for Newchwang.

DEPARTURES.

May 11, CATHAGE, British hospital ship, for Taku.
May 12, JACOB DIEDERICHSEN, Ger. str., for Hoihow.
May 12, SULLBERG, German str., for Chiofo.
May 12, HINSANO, British str., for Hongkong.
May 12, HIKOSAN MARU, Jap. str., for Kanton.
May 12, STROMBOLI, British str., for Canton.
May 13, KWANGSUN, German str., for Shanghai.
May 13, FLANDRIA, German str., for Singapore.
May 13, ASTORIA, German str., for Shanghai.
May 13, FUSHUN, British str., for Shanghai.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Bennington, Hongchow, Compania de Filipinas, Burnside, Athenian, Nanchang, Kiang Tung, Maude, Newark, Saturn, Union, Haiching, Hongkong Maru, Hanai, Glenygle.
COSMOPOLITAN DOCK.—Colonies, Petriana, Tacoma.

SHIPPING REPORTS.

The British troopship Canning, from Rangoon 1st May, experienced less weather, from Chiofo 6th May, had foggy and rainy weather. The British steamer Victoria, from Tacoma 13th April had N.E. monsoon from Shanghai.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HAITAN"

Captain Roach, will be despatched for the above ports TO-DAY, the 14th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 11th May, 1901. [1281]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG"

Of the HAMBURG-AMERIKA LINIE.

Captain G. Magin, due here with the outward German Mail about the 14th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 13th May, 1901.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"AKASHI MARU"

Captain K. Sudaoki, will be despatched for the above ports TO-MORROW, the 15th May, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 1st May, 1901. [16]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY", On 15th May, at 4 P.M.

S.S. "BELGIAN KING", About 10th June.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBÉ and YOKOHAMA TO-MORROW (WEDNESDAY), the 15th inst., at 4 P.M.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th May, 1901. [14]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"JONGSANG"

Captain Weigall, will be despatched as above on THURSDAY, the 16th inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 11th May, 1901. [1227]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE"

Captain A. Ramsay, will be despatched as above on THURSDAY, the 16th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Hongkong, 10th May, 1901. [1210]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"MELPOMENE"

Captain Matovich, will leave for the above place on FRIDAY, the 17th inst., P.M.

For Freight or Passage, apply to SANDER, WIELE & CO., Agents.

Hongkong, 13th May, 1901. [18]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

MARSEILLES AND CANTON, {About 16th} Freight or Passage.

LONDON {C.F. Lockstone, R.N.R.} May

SHANGHAI {PARAMATTA} About 21th Freight or Passage.

LONDON, &c. {BENGAL} Noon, 25th See Special Advertisement.

SHANGHAI AND JAPAN {JAVA} About 31st Freight or Passage.

PAN {G. W. Gordon, R.N.R.} May

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 24th April, 1901. [1]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

AWA MARU {MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID} FRIDAY, 17th May, at DAYLIGHT.

MIKE MARU {MOJI, KOBÉ and YOKOHAMA} TUESDAY, 21st May, at NOON.

WAKASA MARU {KOBÉ and YOKOHAMA} FRIDAY, 24th May, at DAYLIGHT.

ROSETTA MARU {NAGASAKI, KOBÉ and YOKOHAMA} FRIDAY, 24th May, at NOON.

N. Tate {HAMA} FRIDAY, 24th May, at NOON.

HIROSHIMA MARU {BOMBAY, via SINGAPORE and COLOMBO} FRIDAY, 24th May, at NOON.

S. Yoshizawa {SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE} FRIDAY, 24th May, at 4 P.M.

KASUGA MARU {TOWNSVILLE and BRISBANE} FRIDAY, 24th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Cluster Road.

A. S. MIHARA, Manager. [13]

Hongkong, 20th April, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, UPOLO, LONDON, LIVERPOOL, GABROV, TEBER, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

SUEVIA {HAMBURG} On 21st May Freight.

Capt. Wagner {HAMBURG} On 21st May Freight.

SEGROVIA {HAMBURG} On 21st May Freight.

Capt. Forck {HAMBURG} On 21st May Freight.

WITTENBURG {HAMBURG} On 10th June Freight.

Capt. Hempel {HAMBURG} On 10th June Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDING, No. 1. [1051]

Hongkong, 30th April, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE VIA CANADA.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—8,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

EMPEROR OF JAPAN, Comdr. H. Hybus, R.N.R. WEDNESDAY, 15th May, 1901.

EMPEROR OF CHINA, Comdr. R. Armistead, R.N.R. WEDNESDAY, 15th June, 1901.

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 26th June, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey as compared with the PALATIAL TRANS-CONTINENTAL TRAINS.

make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS, and cross the Continent of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent of the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connections are made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points are given choice of tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:—

"ATHENIAN", 3,882 Tons, Comdr. H. Mowatt, On or about 1st June.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES.

In addition to their excellent Second Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 14th May, 1901. [10]

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS SAILING DATES.

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"MACHAON"	On 14th May.
GLASGOW and LIVERPOOL	"ACHILLES"	On 18th May.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"ANTENOR"	On 14th May.
LONDON	"CALCHAS"	On 28th May.
LONDON	"DARDANUS"	On 11th June.
LONDON	"MACHAON"	On 25th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"CHANGSHA"	On 14th May.
POOHOW	"WUHU"	On 14th May.
AMOI and SHANGHAI	"WOOSUNG"	On 19th May.
MANILA	"SUNGKIANG"	On 21st May.
MANILA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th June.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, BANGKOK,
COLOMBO, ADEN, SUZ, PORT
SAID, TYRRE and TRIESTE.
(Taking Cargo at through rates to the Brazils,
to SOUTH AFRICA, RED SEA, BLACK
SEA, LEVANT, VENICE and
ADRIATIC PORTS.)

THE Company's Steamship

"GISELA,"
will be despatched as above on
SATURDAY, the 18th May, P.M.
For information as to Passage and Freight,
apply to

SANDER, WIELER & CO.,
Agents.

Hongkong, 11th May, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX,
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 20th May, 1901, at
1 P.M., the Company's Steamship
"INDUS," Captain Riquier, with Mail,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via BOMBAY.
This Steamer connects at COLOMBO with
the s.s. Polynesia, which vessel takes on her Pas-
sengers and Mails, leaving that port on the 1st
June, direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.
Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.,
Specie and Parcels until 5 P.M. on the 19th
inst. (Parcels are not to be sent on board;
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th May, 1901.

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR FOCHOW VIA SWATOW AND
AMOI.

THE Company's Steamship

"ANPING MARU"
Captain S. Aizumi, will be despatched for the
above ports on WEDNESDAY, the 22nd May,
at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 8th May, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK.

VIA PORTS AND SUZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"AFRIDI" 24th May
"HILLGLEN" 14th June
"LOWTHER CASTLE" 30th June
"HEATHBURN" About 17th July.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 6th May, 1901. [1193-873-1194-988]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews of
the following Vessels during their stay in
Hongkong Harbours:
ADOLPH OBRIE, American ship, Amosbury,
Standard Oil Co.
CLAVERING, British str., J. Barker.—Dodwell
& Co., Ltd.
COMPANIA DE FILIPINA, Amr. str., D. Migus,
Orts.—Brandao & Co.
PRESIDENT, British bark, R. B. Munro.—
Chinese.
RANZA, British str., Arnot.—Standard Oil Co.
SEA WITCH, American ship, Howes.—Master.

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPETHE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"CORTIO"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.

THE P. M. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, INLAND SEA, KORE, YOKOHAMA and
HONOLULU on SATURDAY, the 25th inst., at Noon, taking Freight for Japan, United
States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials
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TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only)
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RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid
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cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to
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Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold
or over) destined to points beyond San Francisco in the United States, should be sent to the
Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is
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For further information as to Passage and Freight, apply to the Agency of the Companies,
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Hongkong, 6th May, 1901.

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ing direct to Marseilles and London; and
cargo for London, &c., will be conveyed via
Bombay without transhipment.

Parcels will be received at this Office until 4 P.M.
the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
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For further particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 13th May, 1901.

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR TAMSUI VIA SWATOW AND
AMOI.

THE Company's Steamship

"MAIDZURU-MARU,"
Captain K. Sobajima, will be despatched for
the above ports on SUNDAY, the 26th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 13th May, 1901.

Quarta, German str., 1,146, Johansson, May 7.
Sander, Wierler & Co.
Ragnar, Norw. str., 1,220, Nilsen, May 11.
East Asiatic Trading Co.
Ranza, British steamer, 3,434, Arnot, May 9.
Standard Oil Co.
Sarna, German str., 2,052, Pastow, May 8.
Simonsen & Co.
Simonsen, Dutch str., 1,818, Sandman, April 18.
Chinese.
Tacoma, British str., 2,811, Alwen, May 10.
Dodwell & Co., Limited.
Taichang, German str., 828, Ahrens, May 13.
Meyer & Co.
Talsang, British str., 1,544, Bradley, May 7.
Jardine, Matheson & Co.
Tashan, British str., 1,122, Stovell, May 3.
Bradley & Co.
Victoria, British str., 2,112, Fanton, May 13.
Dodwell & Co., Limited.
Wittekind Hospital, German str., 3,606, Memers,
May 12, Molchers & Co.
Wuhu, British steamer, 1,300, Roll, May 4.
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Note Address:—No. 2, ICE HOUSE ROAD.
Hongkong, 18th January 1895. [2559]

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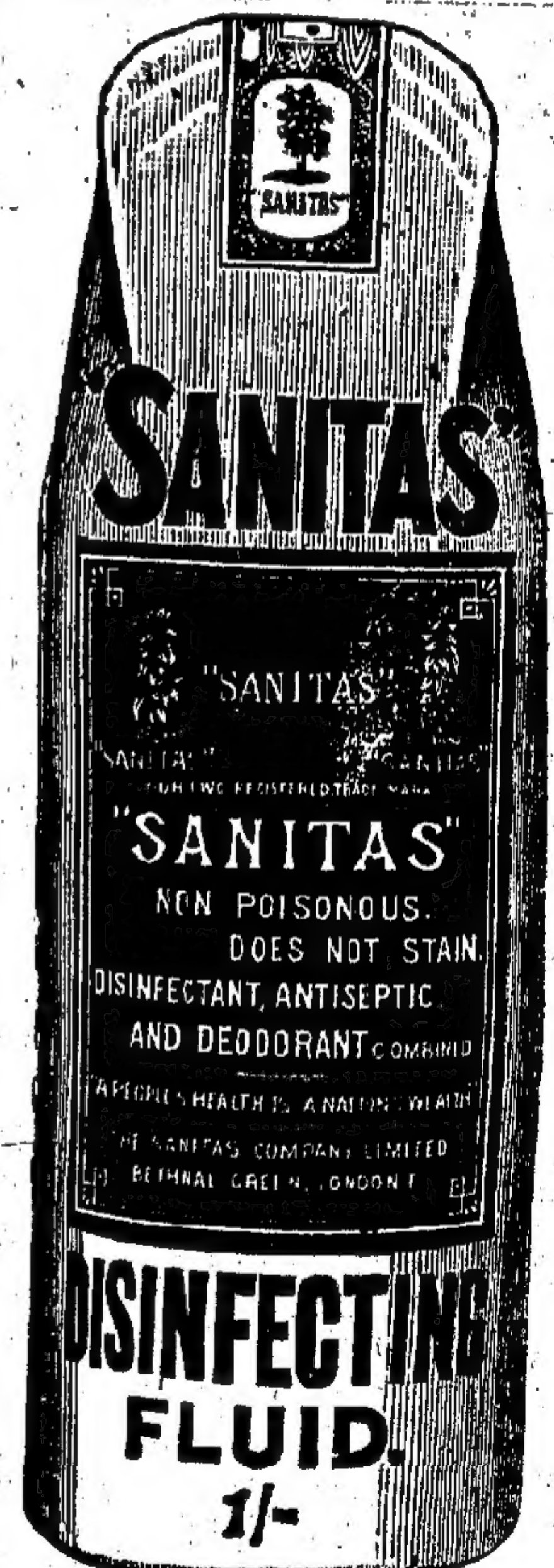
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